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Airfield	Date of Observation in 1952	Observation and Evaluation.
6. Chornitz	10 and 16 August 16 August	No Soviet unit was stationed at the field. The landing field was in good condition. The grass cover was short; it was probably grazed by cattle. No hard surface runway was observed. A dump heap was in the northwestern section of the field. The field borders on highway No 169 to the southwest and on a road to the northeast. The only building available was the airfield restaurant on the edge of the field which borders on highway No 169. It was in good condition and used as a home for apprentices. A meteorological station, apparently unoccupied, was on the roof of the building.
7. Dabern-Gahro	11 July	No aircraft or personnel were observed at the airfield. The field had a grass cover which was in poor condition. There were no indications that the field was being used as pasture land. Of the former buildings only the concrete foundations still existed. Three concrete bunkers, a former ammunition bunker and the debris of a destroyed bunker were observed in the northeastern corner of the field. The concrete parking lane, about 5 x 350 meters, in the northeastern corner of the field and the concrete lane in the southern section of the field had many cracks because of the effects of the weather. The same observation was made regarding a concrete parking lane, about 800 meters long, with a 60-mm concrete cover, in the eastern section of the field. The field was not guarded. No construction work was observed.
25X1 8. Dabern-Gahro	18 July to 3 August	[redacted] parachute jumps were made from three biplanes over the field in the early morning hours every day between 28 July and 3 August. One parachutist jumped from each plane. After the jumps, the planes landed at the field. It was observed on one day that a DC-3 plane approached the airfield three times, on parachutist jumping from the plane each time.
9. Finsterwalde-North	9, 15 July and 19 August	The airfield was unoccupied. No indications of an intended occupation were observed. [redacted] the airfield is to be used for glider training.

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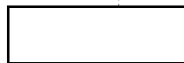
Airfield	Date of Observation in 1952	Observation and Evaluation
10. Finow-North	25 and 27 August	Between 7 and 10 a.m. on 25 August, 12 biplanes were parked on the landing field. The interior of the hangar on the western edge of the field could not be observed. About 35 men marched from the messhall to the field. On 27 August, a sergeant and 24 MM wearing black-bordered blue epaulets marched from the messhall to the field. On another day in August, 12 air force officers were observed on the way from the officers billets on Muehlenstrasse in Finow to the airfield. No air activity was observed.
11. Goerlitz	22 July and 16 August	On 22 July, the airfield was not usable. The hangars were demolished. There was no runway. On 16 August, no change was observed at the field.
12. Halberstadt	22 September	about two thirds of the field area was under cultivation. Many furrows crossed the field so that it would have to be graded before it could be used again as airfield. It was not observed that runway mats arrived there. Some buildings were still occupied by civilians who allegedly have been given notice to leave. According to a sign board, some buildings were occupied by a VP administration school. Eight Soviet officers were observed. Several motorcycles with VP numbers were parked in front of a building. Another building at the field was occupied by a school for German-Soviet friendship.
13. Jena-Roedigen	July to August	The former German airfield was just north of Jena between the Jaegerberg and the village of Roedigen. The restaurant on the Jaegerberg was temporarily closed to civilians. No permanent installations existed at the field.
14. Kleinraschuetz near Grossenhain	July	Soviet parachutists from Grossenhain airfield were allegedly dropped over the training field between Raschuetz and Skassa. The field is said to be used for glider training by the FMJ.
15. Ladebow near Greifswald	10 July	Cleaning of debris and salvaging of scrap was under way at the airfield.

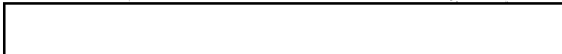
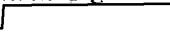
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Airfield	Date of Observation in 1952	Observation and Evaluation
16. Laucha	18 July	The airfield for glider planes located on the Laucha-Kleina road, northwest of Laucha was opened on 18 July. An estimated 120 FDJ members, both girls and boys between 15 and 17 years old, were quartered in about ten temporary buildings. There was intensive activity. According to a local resident, each course lasted 14 days. The former air force billets were occupied by a hospital. No VP men were observed. A small new hangar was completed. Another hangar was under construction. Three gliders, including a Heine type plane, were identified. The gliders took off by means of a cable winch fitted on the truck. 5
17. Leipzig-Mockau	10 September	The airfield was not occupied. At 3 p.m., a twin-engine commercial plane with a Czechoslovakian national emblem was parked at the field. The field was used by commercial planes only during the Leipzig Fair. The landing field had a short grass cover which was in poor condition. A sign board with the inscription "IC" was observed at the airfield restaurant which was in good condition. No construction work was under way. No radio installations were observed at the field or beyond the field border. The field was not guarded by Soviet soldiers or VP men. 6
18. Neu - Zauche	25 September	 an Athletic and Technical Association was established by order of the SED. This association was charged with para-military flight training of German youth involving glider and conventional aircraft. 
19. Oschersleben	22 September.	The airfield north of the Oschersleben-Wanzleben road was under cultivation. A thrashing machine was observed at the field. It was not observed that runway mats had arrived at the field.

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Airfield	Date of Observation in 1952	Observation and Evaluation
20. Parow	28 July	Up to 26 July, no information was received on a scheduled reconstruction of the airfield.
21. Plauen	2 August	The landing field was still under cultivation. The debris of the former hangars were not removed. Border police were quartered in the buildings at the intersection of the roads to Plauen, Syrau and Elsterberg.
22. Redlin-Roggenthin	17 July to 13 August	No changes were observed at the airfield. There were no indications of an intended occupation.
23. Redlin	August	Alternate airfields were observed south of Redlin, just west of the Redlin-Sternitz road northeast of Siggelkow. Although the fields were unoccupied, they were off limits for the farmers.
24. Schkeuditz	4 September	The airfield was not occupied. No reconditioning work was in progress.
25. Schkeuditz	11 September	No personnel or aircraft were stationed at the field. The landing field was covered with grass up to 40 cm high. The four-story building with a tower was slightly damaged and unoccupied. No reconditioning work was observed at the field.
26. Senftenberg	11 July	No aircraft or personnel were stationed at the field. A road lined by wooden poles extended across the field and separated into two portions. The landing field had a well kept grass cover, except for the corner southwest of the road. No buildings were observed. The debris of two temporary buildings was seen in the northwestern corner of the field. No guards were observed at the field.
27. Trebbin-Schoenhagen	September	Local residents from Trebbin stated that the glider school in Schoenhagen would be reconstructed. FDJ personnel were allegedly trained by German instructors. Glider training included ridge take-offs and towing on winches. Training gliders were being used. The persons trained allegedly had to be FDJ members for at least two years before being admitted to a glider course. It frequently happened that guests from the satellite countries visited the field.

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Airfield	Date of Observation in 1952	Observation and Evaluation
28. Martin	20 August	On 20 August, a farmer said that the buildings of a former glider school, located 2.5 km west of Martin, south of triangulation point 74, were being used as farm houses. Martin is 21 km west of Greifenhagen, Oder. The farmers had to leave these buildings by January 1953 because a glider school was to be reestablished there.
29. Wismar	July	No construction or dismantling work was being done at the airfield. The northern half of the field was still being used by the Russians as a troop training field. The holders of allotment gardens who were ordered to leave their gardens in the fall of 1951, still cultivated them in 1952.
30. Wismar	Early August	[redacted] surveying was in progress at the field in early August.
31. Zwickau	16 September	The airfield was unoccupied. Cattle grazed on the grass covered landing field. A portion of the former airfield ways was under cultivation. All the former buildings were demolished. Scrap was being salvaged from the debris in the northeastern section of the field. Four workers were observed there.

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1. [redacted] Comment. Altengrabow-Gross Luebars airfield is being used as a landing field for courier and trainer aircraft which are employed in connection with maneuvers by Soviet Army units. It is known that AA units of the Soviet Army stationed at the Altengrabow troop training grounds occasionally practiced firing with live ammunition at airborne targets.

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2. [redacted] Comment. For sketch of Dabern-Gahro airfield, see Annex. It is not known where the parachutists came from. Finsterwalde airfield is the nearest airfield which is occupied by a Soviet air unit.

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3. [redacted] Comment. Finow-North airfield was also occupied by PO-2s during the same period in 1951. It is possible that the occupation is connected with the fall maneuvers of the Soviet Army as a Soviet Army headquarters is stationed in Finowwalde. It may also be possible that a training detachment of the fighter regiment from Finow was located there, provided that initial pilot training has been started at this regiment.

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4. [redacted] Comment. A VP border guard headquarters is probably stationed at Hallerstadt airfield.

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5. [] Comment. Laucha airfield which is about 25 km west-southwest of Merseburg is probably used for glider training by the newly established Athletic and Technical Association in East Germany.

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6. [] Comment. Leipzig-Mockau airfield is probably used by commercial aircraft only during the Leipzig Fair.

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7. [] Comment. Neu-Zauche airfield is located east of Luetben. Para-military glider training is being conducted by the Athletic and Technical Association.

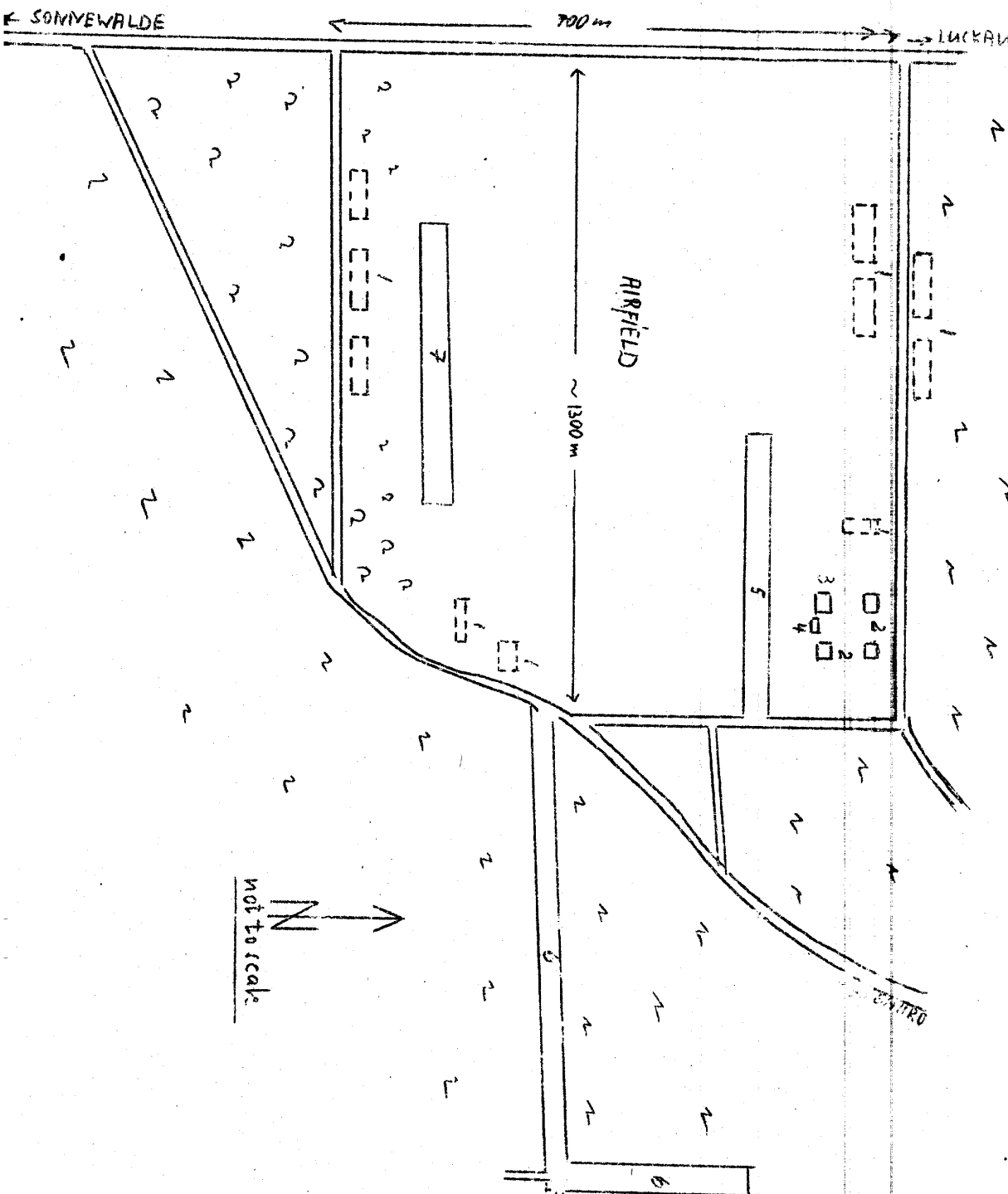
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8. [] Comment. The information that Trebbin-Schoenhagen airfield is used for glider training is received for the first time. Previous reports indicated that the field was intended for this purpose.

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Layout Sketch of the Dabern-Cahro Airfield.

Legend: See next page.



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Annex to

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Dabern-Gahro Airfield.

Legend:

- 1 Concrete foundations of former temporary buildings
- 2 Concrete bunkers, not damaged, surrounded by earth; interior space of bunker 12 x 8 x 2.5 meters; concrete walls about 40 cm thick, no doors
- 3 Destroyed bunker
- 4 Former ammunition bunker, not damaged, 1.5 x 2 x 1 meters
- 5 Concrete parking site, surface slightly damaged and cracked, about 350 meters long, 5 meters wide; concrete cover about 6 cm thick
- 6 Concrete parking lane about 6 x 800 meters; concrete cover, about 6 cm thick, slightly damaged and cracked
- 7 Concrete parking lane, about 5 x 300 meters; surface slight damaged.

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